

- C** 5. CRIME - HOMEOWNER AND PERSONAL SAFETY AND SECURITY from undesirables that the recreation and parking facilities will likely draw. The EIS/EIR does not appear to have any response for this issue although the Park Ranger did review situations and frequency of occurrences that could happen, vandalism being the most prominent. For the most part, Maidu Drive neighborhoods have experienced peaceful living for several years. Opening the proposed section of the river to recreational use could and probably will open the door to an increase of people problems. Please respond to how safety and security would be managed and by whom.
- E** 6. IS THERE ANY TECHNICAL LINK BETWEEN THE PLANNED RECREATIONAL PARKING FACILITIES AND THE CONSTRUCTION OF THE PUMP STATION? The answer that I heard was NO. Why then does the PCWA Pump Station project include recreational parking facilities? It is not clear from the EIS/EIR as to HOW RECREATIONAL PARKING FACILITIES GOT INTERTWINED WITH A WATER ENTITLEMENT PROJECT. Please explain how the EIS/EIR process concluded that recreation access should be part of the project.
- C** 7. INCREASED LITTER ON MAIDU DRIVE has been noticed since the expansion of the current PCWA service facilities on Maidu Drive. Adding recreational parking facilities in the canyon or anywhere, which means more vehicle traffic, will more than likely increase roadside litter. What agency will be responsible for picking up the litter on Maidu Drive since it is not part of the proposed ASRA recreational facility? Please respond.
- F** 8. RIVER POLLUTION FROM VEHICLES IN PARKING LOTS may occur especially during the Winter and Spring seasons. This is especially true for the lower 20 space parking lot that is very close to the river. Please respond as to the methods or engineering design elements that will be used to protect the river from oil and other vehicular pollution.
- C** 9. RESIDENTS ALONG RIVERVIEW DRIVE ARE CONCERNED ABOUT INCREASED TRAFFIC FROM VEHICLES taking short cuts to reach downtown or other parts of Auburn from Maidu Drive. Riverview Drive is currently experiencing as many as 1000 vehicle trips per day. Many vehicles are traveling much faster than the residential speed limit. The draft EIS/EIR does not acknowledge or consider the affects of the proposed recreational traffic on local residential streets especially if the parking lots are full and vehicles are to be turned away at the Maidu gate entrance. How will parking overflow traffic be managed so as not to flood local residential streets? Please respond as to what the recreational traffic management plan is for Maidu Drive and local residential streets and what agencies will be involved.

E. Please refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Master Response 3.1.6, Public River Access Features.

- G** 10. PROPOSED PROJECT COST: The weak national and state economies and the September 11<sup>th</sup> Event is straining federal, state and local government budgets. I can understand the need for pumping water, therefore the need for pumps. However, the additional millions of dollars for reconstructing the river channel to pre-dam condition and adding recreational facilities does not seem like a good use of taxpayers money, especially at this time in history. Please respond as to why the PCWA feels that the less expensive Upstream Diversion Alternative is not acceptable for its future water supply responsibilities.
- H** 11. RECREATIONAL NOISE: Although the EIS/EIR addresses construction project noise, IT DOES NOT REALLY ADDRESS RECREATIONAL NOISE, the primary concern of many residents as voiced at the meeting. The California Department of Parks and Recreation can attest to the fact that the river confluence area at Hwy. 49 has had noise problems especially with those playing drums. This is not a situation that I want to experience in my neighborhood. We currently experience noise from the fairgrounds and downtown Auburn area and the PCWA service location. The EIS/EIR does not address the addition of potential recreational noise problems that more than likely will occur as result of allowing additional vehicles and humans into the river canyon. Please respond as to how the sponsoring agencies intend to keep our neighborhood as it is today.
- I** 12. RECREATIONAL AREA PARKING ACCESS VIA MAIDU DRIVE IS BEING PROPOSED. I am concerned regarding this choice of ingress/egress. PACIFIC AVENUE as an access point should be reconsidered. The draft EIS/EIR on page 3-293 states that "to minimize traffic-related impacts to the future camping area near American River Canyon Overlook, construction traffic would avoid use of Pacific Avenue". I was surprised to learn that deference was given to campers versus residents living in the Maidu Drive and Riverview Drive neighborhoods. Pacific Avenue is already in a commercial area with no residential homes. Pacific Avenue also has Railhead Park and the Skateboard Park. Access to parking facilities via Pacific Avenue would solve many traffic, litter, noise, and safety concerns in an established residential neighborhood.
- J** 13. PROPERTY DEVALUATION: I am really concerned about this issue. I moved to this location in Auburn 8 years ago because it was near open space and away from state parks and commercial activity. Now I find out that a state park facility is being proposed that will certainly make this a less desirable neighborhood and push our property values down. I have reviewed the draft EIS/EIR which does not seem to address this issue. Please respond to: How do the lead sponsors and agencies intend to protect our property values?
- K** 14. What precedence is there for leading traffic through existing residential neighborhoods for the purpose of State Park access?
- L** 15. What other studies are available for review and what other information is being prepared for public review regarding this project?

- G.** Please refer to Master Response 3.1.2, American River Pump Station Project Funding. It is noted that while the Upstream Diversion Alternative would meet PCWA's primary project objective to obtain reliable, year-round access to its Middle Fork American River Project water entitlements, this alternative would not meet Reclamation's project objectives to respond to the California State Attorney General's request of the federal government that the Auburn Dam bypass tunnel be closed to address public health and safety concerns and a return of all pre-Auburn Dam construction beneficial uses to the North Fork American River. Please also refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel and Response L-103.C.
- H.** Please refer to Master Response 3.1.6, Public River Access Features.
- I.** Please refer to Master Response 3.1.10, Project Access.
- J.** Please refer to Master Response 3.1.6, Public River Access Features.
- K.** Please refer to Master Response 3.1.6, Public River Access Features.
- L.** The American River Pump Station Project Draft EIS/EIR is the first project document prepared and circulated for public review; however, other planning studies and materials also are available for viewing at either PCWA or Reclamation offices. Interested members of the public may contact the lead agencies at the addresses listed below if they wish to make general inquiries or requests pertaining to the availability of any additional project information and planning materials.

Placer County Water Agency  
144 Ferguson Road  
Auburn, CA 95604  
(530) 823-4882

U.S. Bureau of Reclamation  
7794 Folsom Dam Road  
Folsom, CA 95630  
(916) 988-1707

The Final EIS/EIR was distributed to all responsible and trustee agencies and a notice of its availability was provided to all agencies, individuals, and interest groups who commented on the Draft EIS/EIR.

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COMMENT CARD  
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT  
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

JOSEPH L. DYE	NAME:	JOSEPH L. DYE
1470 BUCKEYE CT.	ADDRESS:	1470 BUCKEYE CT
AUBURN, CA 95603	CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:		530/885-1110
ORGANIZATION (IF APPLICABLE):		

**COMMENTS:**

I AM VERY SORRY THAT I MISSED THE MEETING WHICH TOOK PLACE ON NOVEMBER 7TH. WELL, HERE WE GO AGAIN. THIS REALLY UPSETS ME AND MOST ALL OF MY NEIGHBORS. WE HAVE BEEN LIVING HERE FOR THE PAST SIXTEEN YEARS, AND GOOD OLD MAIDU DRIVE IS STILL TAKING A BEATING WITH VERY HEAVY TRAFFIC DUE TO SEVERAL NEW HOMES. TWENTY TWO ADDITIONAL HOMES ARE NOW BEING PLANNED AT MAIDU AND SHIRLAND TRACK. IT SEEMS TO ME THAT RESTORATION PROJECT AND REC. PARK HAVE COME ABOUT WITH ABSOLUTELY NO CONSIDERATION OF THE RESIDENTS IN THE AREA. TO ME, THAT'S AN INVASION OF PERSONAL PROPERTY RIGHTS WITHOUT ANY KIND OF VOTE. I SUGGEST GETTING MAIDU DRIVE OUT OF THE PICTURE ALTOGETHER AND USE THE PUMP STATION (YES, WE CAN USE THAT) BUT I DO NOT FEEL WE NEED A RECREATION FACILITY AT THIS TIME. IF WHOEVER IS RESPONSIBLE FOR THE PROJECT INSISTS ON USING MAIDU DRIVE AS A MAIN THOROUGHFARE, THEN IT WOULD BE ONLY FAIR TO HAVE NOISE ABATEMENT WALLS CONSTRUCTED EIGHT TO TEN FEET HIGH ON BOTH SIDES OF THE ROAD FROM OLD AUBURN FOLSOM ROAD UP TO THE ENTRANCE OF THE PARK OR PUMP STATION.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:  
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825  
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.  
☐ Please check here if you would like to be on the project mailing list.

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

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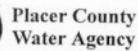
COMMENT CARD  
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION  
PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT  
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	FRANK STEVENSON
ADDRESS:	570 RIVERVIEW DR.
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	
COMMENTS:	
<p>I DEFINITELY FEEL THAT THIS WILL HAVE AN ADVERSE IMPACT ON MY NEIGHBORHOOD. THE INCREASE IN TRAFFIC WILL POSE AN ADDITIONAL THREAT TO THE SCHOOL CHILDREN. I AM NOT FOND OF THE FACT THAT ADDITIONAL TRAFFIC MEANS MORE EXPOSURE TO VANDALISM, ETC FOR THE NEIGHBORHOOD.</p> <p>I AGREE WITH THE STATEMENT THAT "EXCEPT FOR THE WATER, THERE ARE NO DESIRABLE BENEFITS FOR THE RESIDENTS IN THIS AREA."</p>	

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:  
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825  
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.  
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A. Please refer to Master Response 3.1.6, Public River Access Features.

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## COMMENT CARD

PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT  
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	KARL + ROSEMARY DREHER
ADDRESS:	1775 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-885-3321
ORGANIZATION (IF APPLICABLE):	
COMMENTS:	
SEE ATTACHED	

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:  
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825  
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.  
☐ Please check here if you would like to be on the project mailing list.

Please see specific comments (D through H on following page).

- A. Please refer to Master Response 3.1.6, Public River Access Features.
- B. Please refer to Master Response 3.1.10, Project Access.
- C. Please refer to Master Response 3.1.6, Public River Access Features. The roads to the river access and pump station facilities would be improved as part of the Proposed Project.

In review of the PCWA American River Pump Station Project, draft EIR/EIS, August 2001, SCH# 1999062089 we have the following comments:

1. We have no objection to the proposed water distribution portion of the project, just the proposed recreational usage.

- A** | 2. Recreational access is sufficient now and does not need to be increased.
- B** | 3. Access should be provided for emergency purposes and can better be provided at other locations (i.e. between Railhead Park and the old Auburn Dam Overlook from Pacific Ave.). There are access roads available from this location and the road provided better access to the general community. Intersections and other traffic controlling facilities are currently available. The Railhead and overlook provide good staging areas for the canyon entrance in that area.
- C** | 4. The existing roads from Maidu Dr. to the proposed parking lots is narrow, winding and does not meet current standards.
- D** | 5. Who will patrol and maintain the proposed parking facilities, roads, provide restroom, etc./ for the proposed recreational facilities? How will use be kept to 70 vehicles when people will park on the roads (as is done in other areas, like the confluence) creating over use, congestion and hazardous conditions?
- A** | 6. Recreation access via Maidu Dr. is currently available by bike, horseback or hiking. This is sufficient for this area.
- E** | 7. The proposed new road construction of crushed rock would contribute to sediment runoff and reduce water clarity in the river.
- F** | 8. There is no way the four mitigation actions proposed will prevent or even reduce the fire hazard in this area. Opening this area to more use will create a much higher fire hazard. Who will pay the insurance or provide liability coverage?
- G** | 9. A public Information Program is insufficient to mitigate for increased traffic.
- 10. LOS is always impaired when traffic is added to a route (pg 2-114).
- 11. Maidu Dr. is close to Skyridge School and Maidu Fire Station. Additional traffic would interfere with both of these public facilities.
- 12. (Pg. 2-114) Avoiding the Pacific Avenue area would increase impacts to the Maidu Dr. area. This is irresponsible in light of the school and fire station on Maidu Dr.
- 13. The intersection of Auburn-Folsom and Maidu Dr. is currently inefficient and the proposed increase in traffic would make the situation worse.
- H** | 14. The proposed development area is in a non-containment area for air quality. The increased recreational trips would increase emissions in the area. These increases are not less than significant because of the cumulative impacts that they contribute too.

- D.** CDPR would be responsible for management and maintenance of the proposed public river access features, including patrol and enforcement of all applicable rules, regulations, and posted orders. Parking would be restricted to designated areas only; tickets would be issued to vehicles in violation of parking or speeding limits. Please refer to Master Response 3.1.6, Public River Access Features.
- E.** The Draft EIS/EIR addresses these issues in Chapter 3, Section 3.7, Water Quality.
- F.** Please refer to Master Response 3.1.9, Fire Management.
- G.** Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.
- H.** The evaluation of potential impacts due to construction and project-related air pollutant emissions was performed in accordance with methods recommended by the local air pollution control districts and the California Air Resources Board. The results of the air emissions calculations and further consultation with the APCDs indicate that, with the exception of construction-related NO<sub>x</sub> emissions under the Proposed Project, non-attainment pollutant emissions would be below the impact significance thresholds, and therefore would be considered to result in less-than-significant impacts. Additionally, during construction, Reclamation's construction contractor would be responsible for implementation of extensive air pollutant emission reduction measures. These measures were developed with assistance from the APCDs, and would be enforced through periodic inspection by Reclamation and APCD. The Draft EIS/EIR recognizes that project-related NO<sub>x</sub> emissions would potentially contribute to cumulative conditions during the construction period. In consultation with APCDs, the lead agencies have identified appropriate NO<sub>x</sub> emission reduction measures and have incorporated these measures into the Mitigation Monitoring and Reporting Program/Environmental Commitments Plan for the Proposed Project (Appendix D to the Final EIS/EIR).

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Surface Water Resources Inc.  
American River Pump station and River Restoration EIR/EIS  
2031 How Ave. #110  
Sacramento CA 95825 fax 916-286-0957

CDPR, NOV 9, 2001

Dear Sir or Madam,

I support the overall American River Pump Station and River Restoration Project. I do not support public vehicular access to the American River Canyon near the project site.

I live in the neighborhood directly adjacent to Maidu Drive and our home is approximately 1200 feet from Maidu. Our back yard looks out into the river canyon. One of the primary reasons that I purchased this home is for the serenity and scenic value it provides to my family and me. Allowing vehicular access to the river canyon would greatly reduce the pleasure that my home currently provides. Quiet evenings and mornings would now be impacted by vehicular noise winding up and down the virtually unused roads in the canyon.

I am also very concerned about many other issues caused by vehicular access to the canyon and the possibility of entrance via Maidu Dr. I have outlined the concerns and questions below.

Please respond to each of these issues.

**1. Fire Danger**

How will fire danger be mitigated? Has a general plan been established that provides guidelines for smoking, barbecues, campfires, vehicular access or other fire hazards? Has a complete analysis been done to identify the increased fire risks associated with the proposed recreation area?

A

I am very concerned with the increased risk to my family and personal property caused by higher population of users and the ability of users to convey an increased amount of materials into the canyon. This is a very dry and steep area with lots of fuel. A fire could be started quite easily and then grow very rapidly.

**2. Trash and litter**

Has a general plan been developed to maintain rubbish control? Are there proven proposed policies to govern this and maintain the environment?

B

With an increase in use and vehicular access comes more trash. With the proposed recreation sites people will be able to bring in many items that they may decide to leave behind. This could have a detrimental impact on the environment and the general appearance of the ASRA.

**3. Fluctuations in river flow**

Since the river flow can rise and fall based on upstream releases of water has this been evaluated against increased swimming and other associated direct water recreation use?

C

**4. Traffic**

The traffic study that was performed describing the impact to Maidu Drive seems flawed. There is currently very minimal traffic on Maidu east of Berlin Drive. The quoted engineers study indicated 1500-2000 cars daily? This may be correct for the west end of Maidu but not for the road area that is proposed to be used for access.

D

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. As discussed in Section 1.1 of the Draft EIS/EIR, one intent of the Proposed Project is to eliminate the hazards associated with the diversion tunnel and to restore the river to allow all beneficial uses of the North Fork American River. Doing so would no longer prohibit recreational use of the river above the project area and the river access facilities will allow for safe and effective management of anticipated river recreation uses.

Water releases, particularly with regard to weekday and weekend use, tend to generally follow prescribed release patterns based upon previous hydropower generation service area demands. Members of the public may obtain water release schedules from hydropower operators to assist them in determining the timing and degree of flow regime variations on managed rivers in which they have an interest in pursuing recreational activities.

Rivers are dynamic systems regardless of management actions that are imposed upon them and river users should note that water levels and river flows may fluctuate suddenly and unexpectedly, potentially posing a hazard risk. Although one of CDPR's goals is to provide a safe recreation experience, there is a certain degree of inherent risk associated with these activities. Ultimately, members of the public should check field conditions and verify current regulations prior to entering the water and should use caution and judgment according to individual skill levels and abilities.

D. Please refer to Master Response 3.1.6, Public River Access Features.

Increased traffic through our South Auburn neighborhood will have a direct impact on our lives. Many children live and play in this area. If the canyon is opened for vehicular access via Maidu many people and vehicles that are unfamiliar with the area will be traveling through it. I am very concerned for the safety of my children.

**B** | I am also concerned with the increased noise that vehicles will bring. This is a very quiet neighborhood. With vehicular access comes a major increase in noise.

**E** | Foot traffic and parking issues could also result from the new vehicular access on Maidu. What will drivers and groups of people do once the parking lots are full? Currently with the canyon closed to vehicles during any popular recreation periods (weekends-evenings) there are usually not more than 1-2 cars parked near the canyon access gate. I foresee a major increase in this number, and the possibility of people parking on our neighborhood streets.

**F** | If vehicular access were a requirement I think an access point near the Skate Park off of Pacific Avenue would be a much better alternative. This access point would not pass through such a populated area as Maidu.

**G** | Has an air quality impact study been done associated with the increased traffic flows?

**5. Alcohol**

**B** | I am aware that there are significant issues with alcohol consumption and the associated results in Folsom area parks. I am very concerned that with vehicular access will come alcohol. This will cause an increased safety hazard to me and my family, our property, our neighborhood, and the canyon environment due the impaired judgment of those individuals who indulge in such activities.

**6. Vehicle size restrictions**

**H** | Have any vehicle size restrictions been established? Larger vehicles will make more noise, more pollution and pose an increased safety hazard.

**7. Shuttling**

**I** | Most of my above concerns are further increased with shuttling. If users decide to make multiple runs up and down the canyon in their vehicles to pick up and drop off rafter's or others traffic, noise, and many other issues become dramatically multiplied. What processes or controls will minimize the impact of this?

Sincerely,



Ben Troia  
3095 Eagles Nest  
Auburn CA 95603

E. Please refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Master Response 3.1.10, Project Access.

G. Please refer to Response L-3.C.

H. Please refer to Master Response 3.1.6, Public River Access Features.

I. Please refer to Master Response 3.1.6, Public River Access Features.